

### REMARKS

Reconsideration and allowance are respectfully requested in light of the above amendments and the following remarks.

A proposed change to Fig. 1 is submitted herewith to overcome the objection thereto. Specifically, Fig. 1 has been revised to include labels identifying the components of the box diagram.

The specification has been amended to include section headings, as requested in the Office Action. No new matter is introduced by these amendments.

Claims 1-21 have been canceled in favor of new claims 22-42. New claims 22-42 have been drafted to overcome the indefiniteness rejections applied to claims 1-21. The differences between the revised claims and their corresponding original claims are non-narrowing; accordingly, no estoppel is deemed attachable thereto.

The sole prior art rejection is of claim 1 under 35 USC §103(a), as being unpatentable over Gibbs et al. (US 6,856,864). As noted above, new claim 22 corresponds to claim 1 rewritten to overcome the rejection under 35 USC 112, second paragraph. The Applicants respectfully traverse this rejection based on the following points.

New claim 22 recites:

**A method for determining a final approach path of an aircraft for a non-precision approach, for the purpose of landing the aircraft on a runway, said method comprising:**

**(a) determining an approach mode selected by the pilot of the aircraft from among a plurality of predetermined approach modes;**

**(b) selecting a characteristic segment of an arrival path which relates to the selected approach mode thus determined;**

**(c) determining the orientation of the projection on the ground of said characteristic segment with respect to the center line of said runway; and**

**(d) depending on said orientation, determining (i) an anchoring point of the said final approach path, (ii) orientation in a horizontal plane of said final approach path; and (iii) the slope of said final approach path.**

The Applicants respectfully submit that Gibbs does not disclose or suggest determining a final, nonprecision approach path of an aircraft for a non-precision approach. Additionally, Gibbs does not disclose or suggest the claimed feature of using a characteristic segment of an arrival path for a selected approach mode to determine the final approach path. In fact, Gibbs does not disclose:

using an arrival path relating to a selected approach mode;  
selecting a characteristic segment of the arrival path; and  
using the selected characteristic segment to determine a final approach path.

Moreover, as acknowledged in the Office Action, Gibbs does not disclose the claimed features of using the orientation of a selected characteristic segment to determine an anchoring point,

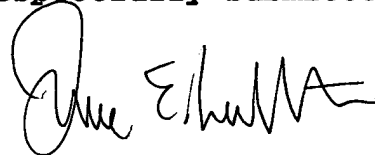
orientation, and slope of the final approach path (see Office Action page 8, lines 6-8).

Accordingly, the Applicants respectfully submit that Gibbs does not render obvious the subject matter defined by claim 22. Therefore, allowance of claim 22 is warranted.

In view of the above, it is submitted that this application is in condition for allowance and a notice to that effect is respectfully solicited.

If any issues remain which may best be resolved through a telephone communication, the Examiner is requested to telephone the undersigned at the local Washington, D.C. telephone number listed below.

Respectfully submitted,



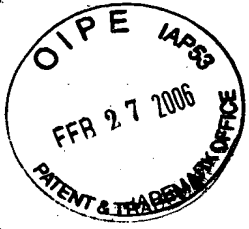
James E. Ledbetter  
Registration No. 28,732

Date: February 27, 2006  
JEL/DWW/att

Attorney Docket No. L7307.04105  
STEVENS DAVIS, MILLER & MOSHER, L.L.P.  
1615 L Street, N.W., Suite 850  
P.O. Box 34387  
Washington, D.C. 20043-4387  
Telephone: (202) 785-0100  
Facsimile: (202) 408-5200

**IN THE DRAWINGS**

A proposed change to Fig. 1 is submitted herewith, with a Letter to the Official Draftsman.



1/4

INFORMATION  
SOURCES

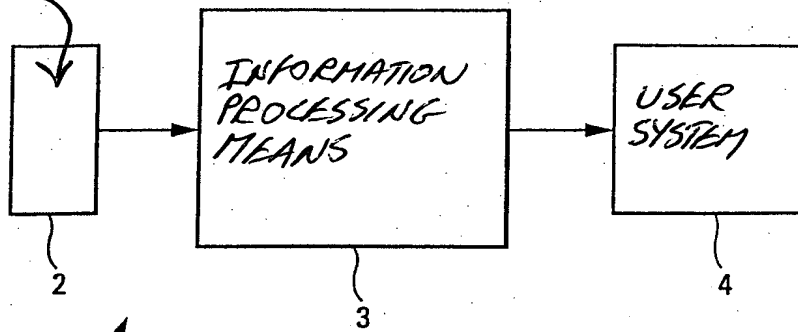


Fig. 1

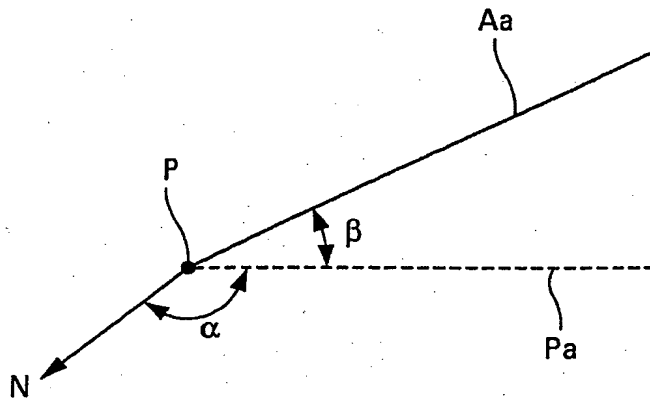


Fig. 2